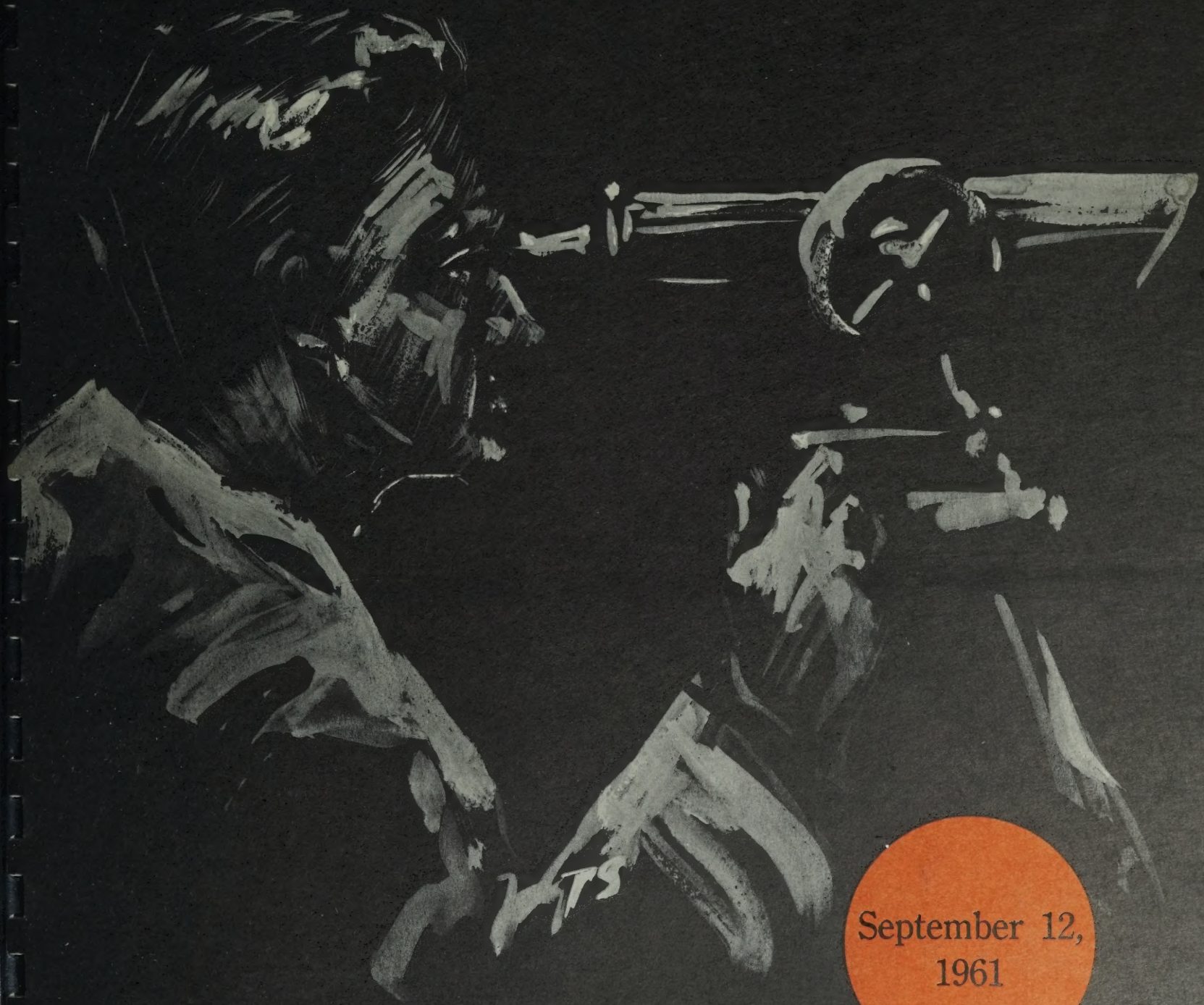
monthly report



September 12, 1961

NEW JERSEY STATE HIGHWAY DEPARTMENT

COPY 2

CONSTRUCTION

Bids were received on more than $10 million worth of projects during the past month. This represented a total of seven items of which the largest were:

1. Rt. 80 in Lodi, grading, paving, structures.

   Low Bidder: Poirier & McLane,Corp., N.Y.C.
   Bid Price: $3,503,802.03

This project will extend for one mile and joins on the east the $4.6 million interchange of Route 80 and Route 17 which went under contract on July 18th.

2. Rt. 287 in Boonton area, grading, paving, structures

   Low Bidder: Franklin Contracting Co., Little Falls
   Bid Price: $2,082,674.33

This is a portion of Route 287 which will eventually extend from the New York State line to Route 95 near Metuchen. When completed the Interstate Route will form a giant circumferential highway around the metropolitan area of Northern New Jersey

3. Rt. 287 in Edison Twp. & Metuchen, grading, paving, structures

   Low Bidder: Public Constructors, Inc., Blackwood
   Bid Price: $3,904,334.25

This project is part of the Middlesex Freeway section of Interstate Route 287 and is 1.7 miles in length.

GREEN SERGEANT'S COVERED BRIDGE

On September 7th the restored covered bridge over Wickecheoke Creek at Sergeantsville was opened to traffic. It is planned to hold formal

NJDOT RESEARCH LIBRARY

NJ
HE
356
N5
N4
Sep
1961

COPY 2

[illegible]

Bids were received on more than $10 million worth of projects during the past month. This represented a total of seven times of which the largest were:

4. St. Bd in Hall, Creston, parking structure.

Low Bidder: Perlite & Dunne Corp., N.Y.C.
Est Price: $3,900,000.00

This project will extend for one mile and lying on the east the $2.5 million interchange on Route 20 and cross it twice under bridges on Hall Ave.

5. Rt. 207 in Hoboken area, parking garage, structure

Low Bidder: Thomas-Lewis-Ring Co., Little Falls
Est Price: $3,000,000.00

This is a portion of Phase III which will also split around from the two lane Phase 2 to Route 3 near Secaucus. Both carriageways are interwoven body will have a plane circumferential highway across the meadowlands area of Kearny, New Jersey.

6. Rt. 207 in Jersey City, a parking structure

Low Bidder: Joyce Construction Co., Hoboken
Est Price: $3,000,000.00

This project is part of the multiple structure parking in Jersey City. Route 207 and is 1.7 miles in length.

[illegible]

On December 3rd the Jersey Central Power and Light Co. [illegible] Jersey Turnpike and Garden State Parkway [illegible] Jersey Turnpike [illegible]

GREEN SERGEANT'S COVERED BRIDGE- contd.

dedication exercises on the site on September 15th at 2 p.m. with both State and local officials and local organizations participating.

As a concession to modern traffic a new single-lane span was constructed along side of the old covered bridge to carry eastbound vehicles. Westbound cars will use the old structure. The restoration work and construction of the new bridge was included in a single contract in the amount of $69,468. Work began in May.

We believe that this project is a fine example of our policy to preserve as far as possible valid historic structures for posterity.

NEW STATE MAPS

The 1961 edition of the Official Map & Guide of New Jersey is expected to be delivered within the month. This is a limited edition intended to carry over until 1962 maps are required. We are pleased to report that the supply of 1960 maps were exhausted in time to make this new edition timely.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Aug. 15 - Attended meeting at Governor's office re crossings of the Delaware River and possible additional crossings.

Cabinet Meeting

Aug. 16 - Met with Governor and Austin Tobin in connection with the bus industry and charges at Port Authority terminal.

Aug. 17 - Conferred with Director of Public Markets Gangemi of Jersey City concerning markets and acquisition of railroad properties for this use.

Discussed study of markets with members of the consulting firm of Parsons, Brinkerhoff, Quade & Douglas.

Met with Senator Harper to discuss highway matters in Sussex County.

Aug. 18 - Conferred with officials of bus companies and their counsel and the Port of New York Authority.

Aug. 19 - Reviewed with Newark community leaders certain plans which might emminate from the forthcoming Newark Transportation Study.

Aug. 22 - Met with Public Utilities Commission members to discuss the H & M and World Trade Center.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Aug. 15 - Attended meeting at Governor's office re crossings of the Delaware River and possible additional crossings.

Cabinet Meeting

Aug. 16 - Met with Governor and Austin Tobin in connection with the bus industry and charges at Port Authority terminal.

Aug. 17 - Conferred with Director of Public Markets Congress of Jersey City concerning markets and acquisition of railroad properties for this use.

Discussed study of markets with members of the consulting firm of Parsons, Brinkerhoff, Quade & Douglas.

Met with Senator Sarasa to discuss highway matters in Sussex County.

Aug. 18 - Conferred with officials of the Comptroller and Chief Counsel and the Port of New York Authority.

Aug. 19 - Conferred with Newark Commissioner of Public Works with might seminars from the Fairbanks Morse Corporation study.

Aug. 22 - Met with Public Utilities Commission members to the M & M and Wall Street Center.

MEETINGS - contd.

Aug. 25 - Met with Turnpike Commissions concerning relocation of Turnpike interchanges in the area of Route 3 and the Lincoln Tunnel.

Aug. 29 - Conferred with Mayor and Council members of Hackensack re Route 80 ramps in that area.

Aug. 30 - Attended Tri-State Agency at 22 W. 55th Street, New York concerning agency organization, office space, etc.

Aug. 31 - Met with engineers and representatives of Parkway for the purpose of editing information on Route 280 and Parkway engineering.

Sept. 1 - Discussed with members of Freeholders Association statewide problems on county roads.

Sept. 6 - Met with Lodi officials re highway conditions in their area.

Reception at Morven for Education, Health, Highway and Labor Department representatives.

Sept. 7 - Attended National Legislative Conference in Harrisburg, Pa and presented a paper a copy of which is included in this report.

MISTINGS - contd.

Aug. 25 - Met with Turnpike Commissions concerning relocation of Turnpike interchanges in the area of Route 3 and the Lincoln Tunnel.

Aug. 29 - Conferred with Mayor and Council members of Hackensack re Route 80 ramps in that area.

Aug. 30 - Attended Tri-State Agency at 22 W. 59th Street, New York concerning agency organization, office space, etc.

Aug. 31 - Met with engineers and representatives of Parkway for the purpose of editing information on Route 280 and Parkway engineering.

Sept. 1 - Discussed with members of Freeholders Association statewide problems on county roads.

Sept. 6 - Met with Lodi officials re highway conditions in their area.

Reception at Norton for Education, Health, Highway and Labor Department representatives.

Sept. 7 - Attended National Legislative Conference in Harrisburg, Pa. and presented a paper a copy of which is included in this report.

CONTRACTS AWARDED

Aug. 17 -	Route U.S. 322 (Black Horse Pike) Widening and Resurfacing Atlantic and Gloucester Counties. George Slade, Inc., Bridgeton	$ 884,601.32
Aug. 17 -	Interstate Route 287 Grading, Paving and Bridges Boonton and Montville, Morris County. Franklin Contracting Co., Little Falls	2,082,674.33
Aug. 18 -	Boonton Turnpike (Route 202) Main Street to Paine Place Lincoln Park, Morris County. P. Michelotti & Sons, Saddle Brook	216,042.70
Aug. 18 -	Route 70 Widening Delaware Township, Camden County. S. Jersey Construction Co., Riverside	399,963.60
Aug. 22 -	Interstate Route 287 New Durham Road to Prince Street Edison Township and Metuchen Middlesex County. Public Constructors, Inc., Blackwood	3,904,334.25
Aug. 24 -	Routes 9, 35, 50 - Bridge Redecking Atlantic, Cape May, Burlington and Monmouth Counties. Whiting-Turner Contracting Co., Baltimore	107,875.40
Sept. 8 -	Interstate Route 80 Grading, Paving and Bridges Lodi, Bergen County. Poirier & McLane Corp., New York City	3,503,802.03
	Total Contracts Awarded	$ 11,099,293.63

BIDS RECEIVED

Aug. 9 -	Interstate Route 80 Grading, Paving and Bridges Lodi, Bergen County. Poirier & McLane Corp., New York City.	$3,503,802.03
Aug. 10 -	Interstate Route 287 Grading, Paving and Bridges Boonton and Montville, Morris Co. Franklin Contracting Co., Little Falls	2,082,674.33
Aug. 10 -	Route 70 Widening Cuthbert Blvd. & Haddonfield Road Delaware Township, Camden County. S. Jersey Construction Co., Riverside	399,963.60
Aug. 11 -	Interstate Route 287 Grading, Paving and Bridges Edison Township and Metuchen Middlesex County. Public Constructors, Inc., Blackwood	3,904,334.25
Aug. 22 -	Routes 9, 35 and 50 Bridge Redecking Atlantic, Cape May, Burlington and Monmouth Counties. Whiting-Turner Contracting Co., Baltimore	107,875.40
Sept. 7 -	Route U. S. 22 Pedestrian Bridge - To serve Phillipsburg High School in Warren County. Coopersmith Brothers, Phillipsburg.	36,898.20
Sept. 7 -	Route 70 - Resurfacing Route 41 to S. Branch of Pennsauken Creek Delaware Township, Camden County. Joseph Lafferty & Sons, Medford	174,668.53
	Total Bids Received	$10,210,216.34

BIDS TO BE RECEIVED

Sept. 14 - Interstate Route 295
Snow Fence Planting
E. Greenwich, W. Deptford and Greenwich Townships
Paulsboro and Logan
Gloucester County.

Sept. 21 - Route 534
Blackwood-Clementon Road from Laurel Mill Road
to Elm Road
Lindenwold, Clementon and Pine Hill
Camden County.

Sept. 21 - Landis Avenue - Drainage
Orillia Avenue easterly
Upper Deerfield Township
Cumberland County.

Sept. 28 - Underground Structures for Traffic Signal
System.
At Various Intersections of N.J. highways.

Oct. 5 - Route U. S. 206
Paulins Kill Bridge and Incidental Paving
Frankford Township, Sussex County.

Oct. 5 - Routes 1 and 9
Island Closings and Turnarounds
Meadow Street to Maple Avenue
Elizabeth, Union County.

National Legislative Conference
Thursday, September 7, 1961
State Capitol Building
Harrisburg, Pennsylvania

Dwight R. G. Palmer
New Jersey State Highway Commissioner

The problem of "How to Achieve an Integrated Transportation System" is a very large order indeed, so I trust all of you will bear up under the shock when I fail to provide any quick or easy solution. I am sure you are already aware no such panacea is available.

The countless complications involved in trying to bring highway and rail facilities together in master plans specially tailored to the needs of highly individual urban areasprovide a lasting headache. Any attempt to keep the cost of public carriers on a competitive level with the convenience of private automobiles appears to be a losing battle. No plan of integrated transportation is simple. Most are very expensive.

Yet to many public officials and private citizens the concept of a balanced transportation system, with rail and rubber each playing its proper part, has become a sort of magic talisman. They view it as the password to a promised land where highways and streets will no longer be crowded, tunnels and bridges will not be choked with trucks and buses, suburban train stations will be bright and modern, and infrequent transit schedules, old-fashioned equipment and inadequate parking facilities will cease to exist.

We in New Jersey, faced with the harsh realities of moving people and goods from one place to another within the world's largest and most populous metropolitan area, are not at all certain that any such "Utopia" is possible. We are very sure, however, that all means of transportation are interdependent. Convinced by experience that every available vehicle - rail, truck, bus and automobile - must be utilized to the fullest extent possible to meet the needs of our residents and our constantly growing industrial economy, we are trying hard to form our transportation facilities into a "team."

So far, we have avoided the course advocated by many proponents of "integrated transportation" - public ownership of all public carriers. Instead we have tried to place the State in the role of "middleman" between the various elements of the transportation industry, seeking agreements with each so that all may function together in harmony. It is not an easy course to follow. Some control by the State is necessary, if only to protect the fellow who "pays the freight" - the taxpayer. And some of the staunchest foes of "integrated transportation" are those who see themselves about to be integrated.

The Port of New York Authority, for example, achieved an enviable reputation as the highly successful owner and operator of all vehicular crossings of the Hudson River. From the standpoint of location, organization and experience, it has long seemed the ideal agency to assume responsibility for at least some rail transit operations as well. Yet the Authority for years resisted all efforts to involve it in rail

transit, arguing that it could not endanger its financial standing by undertaking a losing venture and that there was no chance of luring riders from rubber tires back to rails.

Bus companies saw "integrated transportation" as the prelude to loss of business and branded the idea of linking bus lines with revitalized suburban rail lines as "fantastic."

Automobile associations viewed subsidies to commuter railroads as just another diversion of gasoline taxes away from highway construction.

And the railroads themselves, "dying on the vine" as far as commuter operations were concerned, were only too anxious to get out of the passenger business altogether. They required immediate help of the practical kind, by which I mean money, and assurances they would not be asked to dig up tremendous sums for grandiose improvements.

As happens all too frequently in our society, the present commuter service program in New Jersey was initiated only after the transit problem had assumed crisis proportions. As we saw it the situation might almost resemble another Dunkirk. Railroads, acting under the Federal Transportation Act of 1958, were threatening wholesale abandonment of service. The Legislature responded by creating a Division of Railroad Transportation within the Highway Department, with a directive to preserve the existing State-wide rail network if necessary and improve it if possible.

Placing the responsibility for rail transit in the hands of the Highway Department, a set-up unique among the States, resulted from administra-

tive and legislative recognition of two facts - highway transportation has taken the leading role among the various modes of travel, and highway department personnel are well equipped, from long experience, to evaluate the overall transportation needs of a State or region.

It did not take long to satisfy ourselves on the question of need. The northern part of New Jersey is an integral segment of the vast New York Metropolitan Area, which now has a population of some 16 million persons. The southwestern portion of the State, around Camden, is classified as a metropolitan area in its own right, and forms a segment of the Philadelphia urban complex. The Jersey coast is one continuous resort area. Our highways carry the highest volumes of traffic in the world - five times the national average, four times the New York average, and three times the Pennsylvania average. It was obvious that despite an enormously accelerated construction program, our highways simply could not absorb the traffic carried by commuter railroads, particularly during peak travel hours. Abandonment of rail service could only lead to traffic strangulation and in the end, judging by developments at Los Angeles, the transit lines would have to be brought back anyway, and at enormous expense.

The conviction that use of State funds to assure continuation of busy rail commuter lines would eventually save much grief and money led directly to New Jersey's plan of contracts with the railroads. At the moment, 96 per cent of the essential car miles of suburban and commuter rail service in the State is being operated under these contracts. The State payments of 33 cents for each railroad passenger car-mile of

satisfactory service will entail a total cost of $6.8 million this fiscal year.

Let me assure you that negotiating the contracts with the railroads was not an easy matter. The carriers, on the one hand, complained that the payments by the State would miss by a wide margin offsetting their losses. The State, on the other hand, had to operate on the theory it was not "pouring water into a bottomless well" - that there was some hope the railroads would eventually be able to operate without subsidy.

That brings us to the "key" in New Jersey's long-range program of "integrated transportation." Acquisition of the bankrupt Hudson & Manhattan Railroad by the Port of New York Authority is a "must".

We were convinced that the transit line was a vital interstate transportation link and could not be permitted to "go down the drain." It seemed apparent that the Port Authority was in a position to take it over and operate it efficiently at little or no cost to the taxpayer.

The Authority, after much discussion, finally saw the strength of the argument that abandonment of the H & M could only impair the overall economy of the Port, and that it would be good business in the long run to finance the comparatively small operating losses of about $3 or $4 million a year from the surplus revenues of its vehicular facilities.

It is our hope that the Legislatures of New Jersey and New York will soon authorize the Port Authority to acquire, rehabilitate and operate

the Hudson & Manhattan. This move, in turn, will permit other improvements in our overall rail network.

High on the list is consolidation of the commuter service of the Central Railroad and the Pennsylvania Railroad to the North Jersey shore through a link between the Central and the H & M at Newark. Details of this plan are now being developed and will be presented to the New Jersey Legislature in the near future.

Similar work is in progress on improvements to the service provided by the Erie-Lackawanna Railroad.

And in the meantime, we are plugging away on the Delaware River Port Authority's plan for a high-speed transit line between Philadelphia and Kirkwood, New Jersey, in an effort to overcome local objections to some phases of the plan.

All of this provides only a general picture of the day-in, day-out struggle, and it is a struggle, to bring all of the transportation elements in New Jersey into harmony. Our problem is perhaps more difficult than that of some other States because of our geographical position. Interstate crossings alone amount to more than 250 million vehicles a year.

But in the process of pursuing solutions to our own problems, we have developed certain convictions which we feel apply beyond our own borders.

Uppermost among these is the feeling that the rail industry - as a national institution - should remain in the hands of private enterprise

and should be prevented from gravitating toward nationlization. This requires Federal action - preferably the adoption of a Federal Transport Policy that will treat all forms of transportation alike.

I am very glad to note that our national administration has worked out means by which federal funds can be used to back up the efforts already begun by states such as New Jersey and by cities such as Philadelphia to help keep their essential rail lines in business and improve their service. And I am naturally proud that one of the most important pieces of legislation designed for this purpose was introduced in the United States Senate by New Jersey's Senator Harrison A. Williams. A New Jersey Congressman has recently introduced another measure that would increase substantially the amount of federal funds available for transit purposes.

Another conviction is that providing mass transportation facilities in urban complexes such as we have in the ten counties of North Jersey and in the Camden-Philadelphia areais a public responsibility - just as much as is water supply, highways or education, and that we cannot rely on regulations or statutes to legislate adequate transport facilities. Railroads unlike most other public utilities do not have a monopoly in the passenger transportation business. Railroad regulation as is being practiced in most states today is not working. Regulating schedules and rates without responsibility for the results thereof can only work when dealing with a monopoly utility - where rates are set to produce a fixed return on investment.

We are also convinced that large scale transit improvements needed within the next 5 to 10 years will not be brought about by carriers working independently of a public agency. For instance, there are eight railroads and over 100 bus companies serving just North Jersey - each intent on the natural human objective of promoting its immediate self interest. Governmental assistance is necessary in the form of an Authority, a District or an Agency to do the job. We share the thought that over a period of years the cost of providing rail transit service must be reduced through technology; by substituting capital for labor.

We have little more than "scratched the surface" of what must be done to effect a lasting remedy to our mass transportation problem. Currently, through our contract program, we have been able to assure our citizens that they will continue to have rail service at reasonable rates through August 29 of 1962. But what is more significant, we have observed a change in attitude of our rail carriers. It is obvious that they have responded to the financial assistance extended by the public and all three major carriers have taken recent steps to bring about improvements in their service to the public. This has been gratifying to us and may indicate that our efforts have been worthwhile. We recognize that unless the carriers have the"will", public officials cannot find the "way" to bring about the improvements in railroad suburban service commensurate with the needs of our people.

We in Trenton - in the Highway Department and in our Rail Division - believe that to get our job done we must stop talking, planning and

promising. So we are "doing" and with the cooperation of all parties at interest we anticipate that we will shortly be able to present our long-range transportation plan.

Finis

Reconstructed Green Sergeant's Covered Bridge on Hunterdon County's Sergeantsville-Rosemont Road which will be formally dedicated September 15. The new stone bridge is shown adjacent to the reconstructed structure.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE TUESDAY PM's

1961
PUBLIC SALE - LAND PARCELS
STATEWIDE

Trenton, Sept. 12 - The New Jersey State Highway Department today announced it will offer some 100 parcels of land at a public sale next month.

Commissioner Dwight R. G. Palmer ordered the sale "to clear the books of left-over pieces of land not needed for our highway construction."

The coming public sale, as well as previous auctions held in 1956 and 1958, is the result of a continuing inspection of the Department's right-of-way holdings so that surplus land may be sold to persons who can use it. The previous sales disposed of 225 parcels and brought in approximately $215,000.

The Commissioner said municipalities in the 15 counties in which the parcels are located will benefit by having the land returned to their tax rolls.

The State also will benefit from the mass sale by regaining the cost of acquiring the land and selling it.

Prior to placing public advertisements of the sale in local newspapers, the Highway Department will notify each municipality in which parcels are located, thus affording them an opportunity to buy the land for strictly public use prior to the sale at the current appraised value.

The Department also plans to circularize real estate boards throughout the State to give the broadest possible coverage to the sale.

Maps showing the parcels will be available for public inspection in the Right Of Way Division offices, 1035 Parkway Avenue in Trenton, and at the sale.

(more)

1961
PUBLIC SALE - LAND PARCELS
STATEWIDE

All purchases at the sale will be subject to restrictions against billboards and use as junk yards or used car lots. Some will be subject to drainage easements, slope rights, and denied access to the Highway.

######

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

For Sunday Ams Release
September 10

1961
Route U.S. 322
Atlantic-Gloucester Counties

Trenton, N. J., Sept. 9 - The New Jersey Highway Department today announced it expects to complete modernization of another five miles of Route U.S. 322 in Atlantic County next week.

The project is the third in a series of construction jobs, starting in 1958, which is designed to bring the heavily traveled highway up to 1975 traffic standards all the way from Atlantic City to Williamstown in Gloucester County. From there, the Route 42 Freeway provides direct access to Camden and Philadelphia via the Walt Whitman Bridge.

Work has already been completed on the first two sections -- from McKee City to Weymouth Road at a cost of more than $2 million. Work on the third section -- from Weymouth Road to Penny Pot near County Road 561 is virtually complete at a cost of more than $1 million.

Together, the three sections will soon provide almost 14 miles of continuous modern highway.

Work on the fourth section -- 5.6 miles from Penny Pot to Cecil -- is due to start the middle of this month under an $885,000 construction contract. Bids will be sought on the fifth section -- five miles from Cecil to Williamstown - in the near future.

(more)

The comparatively short stretch between Pleasantville and Atlantic City is also included in the Highway Department's Master Plan.

The modernization work between McKee City and Penny Pot has provided two bituminous concrete roadways separated by a center strip eight feet wide. Each roadway has two 12-foot traffic lanes, and hard surfaced outer shoulders ten feet wide. The original three-lane concrete roadway was retained as a base for the new pavement.

The remaining section between Penny Pot and Williamstown will be improved in the same manner.

##########

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
Underground Electrical - Adv.
Statewide

Trenton, Sept. 8 - The New Jersey Highway Department today called for bids September 28 on a contract for installation of underground units for traffic signal systems at various locations throughout the State.

The contract will be based on the materials the Department expects to need for approximately 50 signal system installations at as yet undetermined locations in the State Highway system. The purpose is to permit public bidding, by private contractors, on this phase of work formerly performed by the Department's own forces.

As individual locations of new signals throughout the State system are determined, the contractor will be called upon to install the related underground facilities, which include small foundations, conduits, detectors, pedestals and concrete junction boxes.

All bids will be reviewed by State Highway engineers before the contract is awarded.

##########

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE N.J. 70 - BIDS
Resurfacing - Camden County.

Trenton, Sept. 7 - Joseph Lafferty & Sons, of Medford, submitted the lowest of four bids received today by the New Jersey State Highway Department for resurfacing 2.9 miles of Route 70 between the Route 41 circle and the south branch of the Pennsauken Creek in Delaware Township, Camden County.

The firm's bid was $174,668.53. Other bidders were: Union Paving Company, Wynnewood, Penna., $181,943.31; Kingston Bituminous Products Co., Kingston, $190,341.91; South Jersey Construction Co., Riverside, $193,893.10.

The contract calls for resurfacing the old two-lane roadway and its outer shoulders with bituminous concrete, skipping a half-mile section across the New Jersey Turnpike and the future location of the Interstate Route 295 interchange with Route 70.

All bids will be reviewed by Department officials before the contract is awarded.

######

61-N-29

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE U.S. 22 - BIDS
Pedestrian Overpass
Phillipsburg

Trenton, Sept. 7 - The New Jersey State Highway Department today received two bids on construction of a pedestrian bridge over westbound Route U. S. 22 in Phillipsburg.

The lowest bid -- $36,898.20 -- was submitted by Coopersmith Brothers, of Phillipsburg. Public Constructors, Inc., Blackwood, bid $38,703.80 on the contract.

The 140-foot long steel and concrete overpass will span the heavily traveled highway at a point just west of the Phillipsburg High School stadium.

It will link the school grounds with the highway's wide grassy center island. From this point pedestrians using the bridge will be able to cross the highway's eastbound roadway via sidewalks of the existing westbound Route 22-Morris Street connecting ramp bridge.

The bids will be reviewed by Department officials before the contract is awarded.

######

62-N-41A

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE 130-73 - COMPLETION
Camden-Burlington Counties.

Trenton, Sept. 7 - The New Jersey State Highway Department said today it plans to open a new interchange connecting Route U. S. 130 with Route 73 within three weeks.

The large overpass carrying Route U. S. 73 over Route 130 was built at a cost of more than $2 million. With its four sets of connecting ramps, the overpass straddles the Camden-Burlington County line in Pennsauken and Cinnaminson Townships. It provides safe and dir ect connections between Route 130, a major artery between New Brunswick and South Jersey; and Route 73, the main artery between the Tacony-Palmyra bridge and the Haddonfield area. The interchange also eliminates the dangerous Haddonfield Road-Route 130 intersection.

On September 12, weather permitting, the Department hopes to open the ramp that will lead southbound Route 130 traffic to westbound Route 73 toward the Tacony-Palmyra bridge.

Other ramps interconnecting the north-south and east-west highways will be opened as they are completed. A Highway Department spokesman said that directional signs near the ramps will be unmasked when they are ready for traffic.

Final work on the interchange, landscaping, minor roadside construction, and clean-up, should be done by mid-October.

Completion of the interchange will mark the latest advance in the Department's overall safety improvement and modernization compaign for Route 130 and the metropolitan Camden highway network.

(more)

1961
ROUTE 130-73 - COMPLETION
Camden-Burlington Counties.

More than $2 million worth of construction contracts have been let so far in 1961, and another $2 million has been allocated for additional safety improvements on Route 130 in Camden and Burlington Counties.

In 1960, $3.2 million was spent for modernizing 130 in Camden and Burlington Counties, and in 1959, $1,3 million was spent for improvements in Gloucester and Camden Counties.

Most of this Route 130 money was used for construction of concrete center barriers, closing of dangerous openings in the grass center island, construction of jug-handles left-turn safety facilities, resurfacing the worn, slick concrete highway, and erection of bridges and interchanges. The remainder was used for bridge maintenance, and traffic signal-highway lighting contracts.

On Route 73, $1.3 million was spent to dualize the highway from the new interchange to the Maple Shade circle where Routes 73, 38 and 41 converge. To relieve congestion at this circle, the Department has allocated $2 million of its 1961-62 construction money for a major interchange.

######

59-P-16

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M.

1961
COVERED BRIDGE DEDICATION

Trenton, Sept. 7 - The Green Sergeant's Covered Bridge, only remaining original structure of its kind in New Jersey, has been completely restored by the State Highway Department and is once again open for public use. It will be formally dedicated at ceremonies on the bridge site September 15, at 2 p.m., with both state and local officials and organizations participating.

Located on the Rosemont-Sergeantsville Road and part of the Hunterdon County highway system, the structure was declared unsafe for further use in January, 1960, and dismantled by order of the Hunterdon County Board of Freeholders.

In response to appeals spearheaded by the Green Sergeant's Covered Bridge Association and with the cooperation of Hunterdon County Senator Wesley L. Lance and Assemblyman Raymond E. Bowkley, the State Highway Department undertook its restoration so that a tangible reminder of our American heritage might be preserved. While not a Highway Department responsibility, the project was in line with the Department's policy of sharing in the conservation of valid historic structures for posterity.

The restored bridge is restricted to westbound traffic only with eastbound traffic carried over a new single lane stone bridge designed by the State Highway Department and built just south of the covered structure. The restoration work and construction of the stone bridge were included in the same contract, with provision for reimbursement by Hunterdon County of the full cost of the stone bridge. The total contract amount was $69,468. Work was begun in early May, 1961, and the bridge returned to public use during last month.

(more)

1961
COVERED BRIDGE DEDICATION

During the period of their popularity in New Jersey, roughly from 1825 to 1875, there were perhaps 75 such bridges constructed. The last two bridges spanning the Delaware River were washed away in the flood of August, 1955. One of these bridges, between Lumberville, Pa., and Raven Rock, N.J., was still in use as a vehicular bridge. The other, between Columbia, N.J., and Portland, Pa., had been restricted to pedestrian use for several years.

Among those participating in the State Highway dedication ceremonies will be: Dwight R. G. Palmer, Commissioner, N.J. State Highway Department; Wesley L. Lance, Hunterdon County Senator; Raymond E. Bowkley, Hunterdon County Assemblyman; Ralph J. Muller and Linton Alles, Hunterdon County Board of Freeholders; George Pyatt, Delaware Township Mayor; Mrs. Edward M. Stone, Mrs. William Cotton and Chester L. Errico, of the Green Sergeant's Covered Bridge Association; D. Howard Moreau, President, Hunterdon County Historical Society; Hal Clark, President, Delaware Valley Protective Association and the Rev. Dr. Edward H. Gelvin, of Sergeantsville.

######

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

ADVANCE FOR 2 P.M., Eastern
Daylight Time - Thurs., Sept. 7.

Harrisburg, Pa., Sept. 7 - New Jersey Highway Commissioner Dwight R. G. Palmer said today the American railroad industry should be "prevented from gravitating toward nationalization."

The New Jersey Highway Department was given the job of trying to preserve and improve existing transit facilities in the State two years ago. Commissioner Palmer discussed efforts to create an integrated transportation system in a talk at the 14th annual National Legislative Conference.

Rather than move toward public ownership of all public carriers, Commissioner Palmer said, New Jersey is trying to work out agreements with all elements of the transportation industry, "so that all may function together in harmony."

Studies by the Highway Department have shown beyond any doubt, the Commissioner added, that all methods of transportation are interdependent, and rail and rubber must both be utilized to the fullest extent possible to meet the needs of a constantly growing industrial economy.

As a result of the State's efforts, he said, the Port of New York Authority has agreed to purchase, rehabilitate and operate the bankrupt Hudson & Manhattan Railroad (a vital transit link across the Hudson River) and needs only legislative authorization to proceed.

This step would lead to consolidation of commuter service in New Jersey with resulting savings in operating costs to the railroads and time and convenience to travelers.

(more)

[illegible]
[illegible] - [illegible], [illegible] 7.

[illegible], [illegible], [illegible] - [illegible] [illegible] [illegible]

Commissioner Palmer announced that the Division of Railroad Transportation in his Department plans to present detailed plans for this project in the near future.

He said New Jersey's program of contracts with railroads for continued commuter passenger service, which now covers 96 per cent of the essential car miles in the State at a cost of $6.8 million, has helped bring about "a change in attitude of our rail carriers."

"It is obvious that they have responded to the financial assistance extended by the public and all three major carriers (The Pennsylvania, the Jersey Central and the Erie-Lackawanna) have taken recent steps to bring about improvements in their service to the public," the Commissioner added.

While the railroad industry -- as a national institution -- should remain in private hands, Commissioner Palmer said, a Federal Transport Policy treating all forms of transportation alike should be adopted.

Since railroads do not enjoy a monopoly in the passenger transportation business, he added, mere regulation of rates and schedules cannot provide adequate transport facilities, and the "large scale transit improvements needed within the next 5 to 10 years will not be brought about by carriers working independently of a public agency. Governmental assistance is necessary in the form of an Authority, a District or an Agency to help do the job."

#####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE WEDNESDAY Pms
September 6

1961
EMPLOYMENT-NORTHERN METROPOLITAN AREA

Trenton, September 6 - Men who can qualify as highway construction inspectors for the New Jersey Highway Department will find ease of application for the position under a plan announced today by Highway Commissioner Dwight R. G. Palmer.

The Department's plan is to set up an "Employment Interview Center" at the most convenient place and time for men in the metropolitan area interested in the job.

A total of 25 highway inspector jobs are now open in Englewood, Leonia, Ridgefield Park, Hackensack and Paterson in Bergen and Passaic Counties; Netcong and Boonton in Morris County; also on other State Highway construction projects in Sussex, Morris, Passaic, Bergen and Essex Counties.

All interested men are invited to come to the Employment Interview Center between 10 a.m. and 8 p.m., Friday, September 8, in the Highway Department Building just off Route 21 near the Newark Airport. The office can be reached via the Route 1-9-22-21 interchange.

Commissioner Palmer, in announcing the plan, noted that this section is the busiest construction area in the State, and much more construction will get underway during the next three years.

(more)

NEW JERSEY STATE HIGHWAY DEPARTMENT

[illegible]

[illegible]

[illegible]

Thursday, September 6 - [illegible] Highway Department's [illegible] announcement for the New Jersey Turnpike Authority will find more of highways for the problem under a plan announced today by Governor Confessions Robert B. [illegible], Friday.

The Governor's [illegible] "Highway Development Program" as the most ambitious program ever taken for the [illegible] were interested in the job.

A total of 25 highway improvement projects are open to bidders, including [illegible] work, [illegible] and [illegible] in Essex and Passaic Counties, Jersey City and Bergen Counties, Camden County also on Route [illegible] Highway construction projects in Essex, Morris, Passaic, Bergen and Ocean Counties.

All interested men are invited to come to the Employment Information Center between 10 a.m. and 3 p.m., Friday, September 6, in the Highway Department Building just off Route 21 near the Newark Airport. The office can be reached via the Penn [illegible] Commutation.

Commissioner Palmer, in announcing the plan, noted that this section is the busiest construction area in the State, and much more construction will get underway during the next three years.

(more)

"We need men who will maintain the State's interest above every other consideration in their inspection and supervision of construction of our highways," Palmer added, "and we will need more men in the future. To get the best available talent, we are going to the men instead of waiting for them to come to us."

The Highway Department's construction chief for northern New Jersey, District Engineer Austin Schenck, outlined a Highway Inspector's duties mainly as inspection of drainage system construction and excavating, grading and filling operations; supervising mixing and paving operations, and checking contractors' material, work and progress.

Schenck, who will be at the Center, said men with general construction supervisory experience usually can meet State requirements.

"Visit the Center on your way home", the District Engineer said, "and don't worry about coming in your work clothes.

Heading the new Employment Interview plan is Joseph N. Combs, Director of Personnel. Combs said the job gives men with the equivalent of high school education an excellent opportunity to survey highway construction and the Highway Department as a career, at a salary of $4,309 plus vacation and sick benefits. He added that the temporary highway inspectors position is an excellent basic training course for those who want to move into the Highway Department as permanent employees.

#########

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.
AUGUST 31

1961
LANDIS AVENUE - ADV.
Upper Deerfield Township
Cumberland County

Trenton, August 31 - The New Jersey State Highway Department today announced it will take bids September 21 on a contract for installing drainage basins along Landis Avenue in Upper Deerfield Township, Cumberland County.

The project will cover a 3,100-foot section of Landis Avenue between Seeley-Lebanon Road and Centerton Road.

Twelve auxiliary leaching drainage basins, each 20 feet deep and six feet in diameter, will be installed to collect surface water and spill it into a main retention basin through a large buried pipe.

The main basin, to be located about 500' south of Landis Avenue near the middle of the project, will be about 600 feet long, 140 feet wide and four feet deep. It will be landscaped, seeded and fenced in.

Cost of the project will be shared by Cumberland County and the Federal Government. Sixty working days have been allowed for completing the work.

#######

62-FAS

[illegible] [illegible]
[illegible]

[illegible]
[illegible] - [illegible]
[illegible] Transportation Commission
[illegible] County

[illegible] - The new Grove State Highway Department being announced [illegible] will take [illegible] Department [illegible] in [illegible] [illegible] along Lewis Avenue in Upper Deerfield Township, Cumberland County.

The project will cover a [illegible] section of [illegible] between [illegible] Road and Bethanny Road.

Using [illegible] [illegible] [illegible], [illegible] [illegible] and six [illegible] [illegible], will be installed [illegible] [illegible] and will take a [illegible] [illegible] [illegible] a [illegible] buried pipe.

The new [illegible], to be located about 500 feet [illegible] of Landis Avenue [illegible] the middle of the [illegible], will be about 600 feet long, 140 feet wide and four feet deep. It will [illegible] [illegible], [illegible] [illegible].

[illegible] of the project will be shared by Cumberland County and the Federal Government. Sixty working days have been allowed for completing the work.

[illegible]

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE 22 - COMPLETION
Union County

Trenton, August 31 - The New Jersey State Highway Department today announced construction projects designed to improve the safety of Route U.S. 22 are moving along ahead of schedule.

Current construction and future plans for the heavily traveled cross-state highway show that money committed for Route 22 improvements in 1961 totals $2.2 million, with more than $2 million earmarked for future safety construction, a Department spokesman said.

Completed this week was a revision of the Route 22-Springfield Road intersection along with nearby improvements. The $75,000 project has eliminated a traffic signal bottleneck in Union Township.

Due for completion soon is a $270,000 contract to resurface 2.6 miles of worn, slick concrete from Meeker Avenue in Newark to Vaux Hall Road in Union. The half-mile section at Liberty Avenue in Hillside where the viaduct is being widened is not included. Cost of the viaduct project, also ahead of schedule, amounts to $750,000.

The three projects are part of the Department's program to improve safety and traveling ease on this heavily traveled highway in the face of constantly increasing traffic volumes.

The average daily volume in Union County has increased from 66,000 vehicles in 1958 to 68,500 in 1960, and at the Route 1 interchange near Newark Airport, from 60,000 to 63,000.

(more)

1961
ROUTE 22 - COMPLETION
Union County

In Somerset County, construction of an overpass for Mountain Avenue in Bound Brook Borough and Bridgewater Township includes widening more than a half-mile of Route 22 and erecting a 32-inch high concrete center barrier. Costs for this project will total $920,000.

Plans for future construction on both sides of the Mountain Avenue project are nearly complete. They call for resurfacing 3.5 miles of Route 22 from Thompson Avenue in Bridgewater to Washington Avenue in Green Brook, erecting concrete center barrier, and constructing four jughandles. The Highway Department has programmed $2 million for this safety improvement.

In Hunterdon County another project for resurfacing portions of Route 22 between Mulhockaway Creek and Clinton Farms in Union Township also is ahead of schedule. This improvement will cost $180,000.

In Warren County construction of a pedestrian overpass in Phillipsburg should start soon after bids are received for the contract September 7.

Completion of current and future projects east of Thompson Avenue in Bridgewater Township will place more than 18 miles of continuous concrete center island between opposing traffic except for a 2.3-mile section in Springfield and Union, Union County, where a wide commercial center island exists.

Another safety move taken by the Department was the reduction of truck speed limits to 45 m.p.h. between the Somerville traffic circle east to the Route's junction with Route 1 in Newark.

##########

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.
AUGUST 31

1961
COUNTY ROUTE 534 - ADV.
Blackwood-Clementon Road
Camden County

Trenton, August 31 - The New Jersey State Highway Department today called for bids September 21 on a Federal-County contract for reconstructing the Blackwood-Clementon Road (County Route 534) in Camden County.

The Route is one of the most important east-west arteries in the county, and serves as a connector between Route N.J. 42, the north-south Route 42 Freeway, and Route U.S. 30.

The construction area extends from Laurel Mill-Little Mill Road in Lindenwold and Pine Hill Boroughs, to Elm Road in Clementon Borough, a distance of 1.6 miles.

Plans call for widening the existing bituminous-treated gravel road from 30 feet to 40 feet to provide a wide, safe traffic lane for each direction. The new road will have a 12-inch base and bituminous concrete riding surface.

The State Highway Department, acting in an advisory capacity, will award the contract and inspect the work. The project is scheduled for completion with 90 working days.

Costs will be shared by Camden County and the Federal Government. All bids will be reviewed by State and County highway engineers before the contract is awarded.

######

62-FAS

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.
AUGUST 31

1961
ROUTE N.J. 15 - HEARING
Morris, Sussex Counties

Trenton, August 31 - The New Jersey State Highway Department today announced it will hold a public hearing September 28 to explain plans for modernizing Route 15 in Morris and Sussex Counties.

The existing highway, a two lane road, is the main corridor from the metropolitan area to the resorts of north Jersey. It is carrying a steadily increasing volume of traffic, in excess of the original design capacity.

When completed, the modernized highway would consist of dual roadways bordered by outer shoulders 12 feet wide, and separated by a center median varying in width up to a quarter-mile. Each roadway would contain two 12-foot wide traffic lanes.

The hearing will begin 1:30 p.m. in the Sparta High School on West Mountain Road in Sparta. It will cover the 12-mile section between Picatinny Arsenal in Rockaway Township, Morris County, and the New York Susquehanna & Western Railroad just south of Houses Corner in Sparta Township, Sussex County.

Starting at the southerly limit, the Highway Department proposes to continue previous dualization of Route 15 northward from the entrance to Picatinny Arsenal for about four miles to the vicinity of Lake Shawnee in Jefferson Township, Morris County.

From Shawnee Lake northward to the end of the hearing area at the NY & W Railroad a completely new highway would be constructed east of the existing road, with as much as a half-mile separating them at some points.

(more)

The new highway would follow the existing road's path only for about a mile, south of Lake Saginaw in Sparta Township. Here the existing two-lane road would be completely rebuilt to serve future southbound traffic and a new companion roadway constructed to the east for northbound traffic.

######

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.
AUGUST 31

1961
INTERSTATE ROUTE 295 - ADV.
Gloucester County

Trenton, August 31 - The New Jersey State Highway Department will move to protect motorists against winter snow drifts by planting shrubbery snow fences along Interstate Route 295 in Gloucester County, it was announced today.

Bids on the project will be taken September 14.

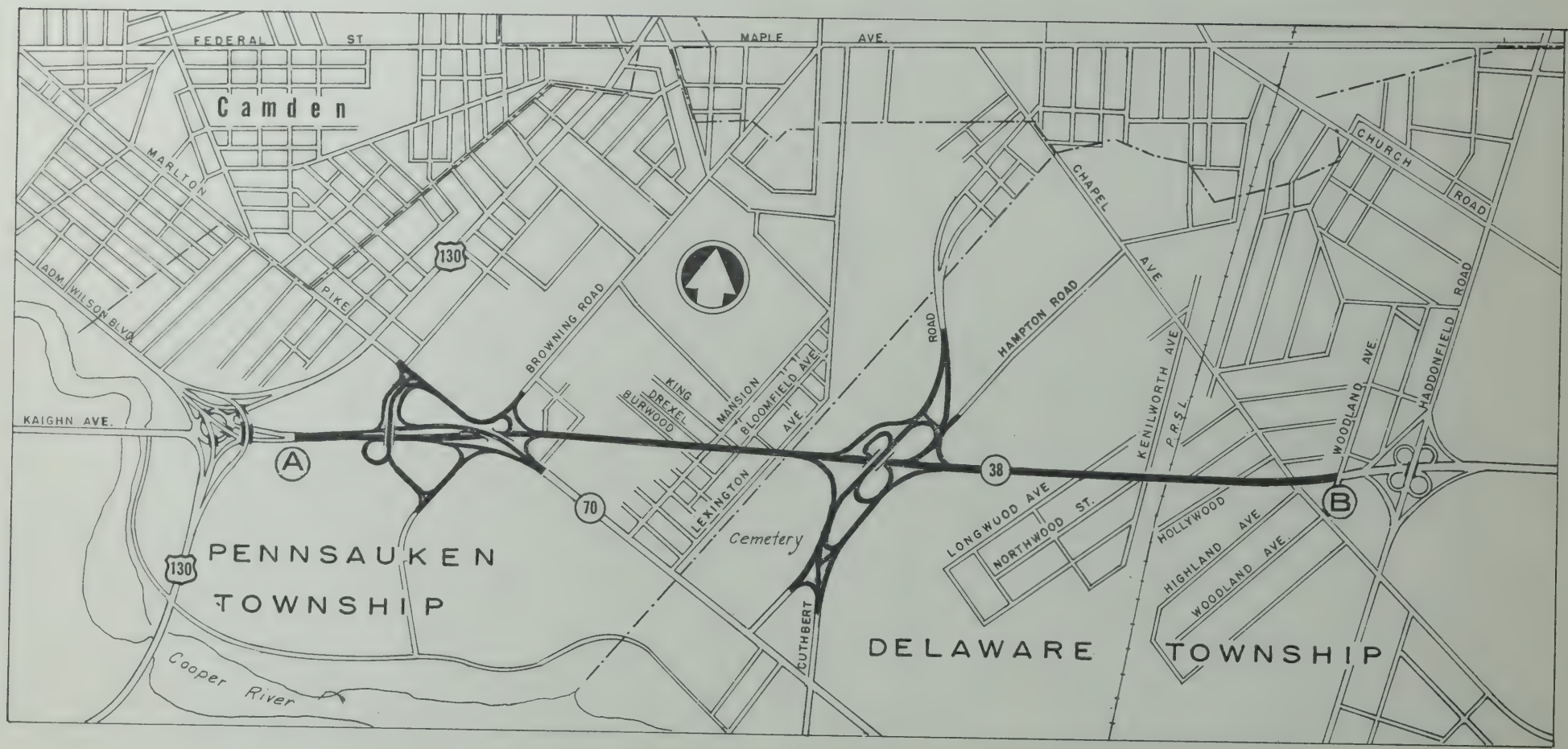
The plantings are designed to prevent snow from drifting across exposed portions of the highway, reduce costs by eliminating the annual expense of installing wood snow fences, and add to the scenic values of the dual highway.

Groups of trees and shrubs will be planted at strategic spots on the right-of-way boundaries within a ten-mile section of Interstate 295 between Woodbury Creek in West Deptford Township and Route 322 in Logan Township. The contract calls for planting more than 6,000 items.

The Department has allowed 30 working days for completion of the 100 per cent State financed project.

#####

62-N-M


FEDERAL ST
MAPLE AVE.
Camden
MARLTON PIKE
ADM. WILSON BLVD.
130
BROWNING ROAD
KING
DREXEL
BURWOOD
MANSION
BLOOMFIELD AVE.
LEXINGTON
AVE.
ROAD
HAMPTON ROAD
CHAPEL AVE
CHURCH ROAD
HADDONFIELD ROAD
KENILWORTH AVE
P.R.S.L.
WOODLAND AVE.
KAIGHN AVE.
A
38
B
70
Cemetery
LONGWOOD AVE
NORTHWOOD ST.
HOLLYWOOD
HIGHLAND AVE
WOODLAND AVE.
CUTHBERT
PENNSAUKEN TOWNSHIP
DELAWARE TOWNSHIP
Cooper River

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE WEDNESDAY P.M.
AUGUST 30

1961
ROUTE 38 - HEARING
Camden County

Trenton, August 30 - The New Jersey State Highway Department today announced it will hold a public hearing September 12 to explain plans for widening and modernizing Route 38 in Camden County.

The project is designed to add road space to the heavily traveled highway from Woodland Avenue in Delaware Township to the Airport Circle in Pennsauken Township, improve safety factors and provide complete interchange facilities at Browning Road and at Cuthbert Road.

The hearing will start at 10:30 a.m. in the Pennsauken Township Hall, Merchantville Avenue and Route U.S. 130.

The Highway Department proposes to widen the existing highway to provide two 36-foot wide roadways separated by a concrete center barrier.

Each roadway would carry two 12-foot traffic lanes, topped with new bituminous concrete riding surfaces, and bordered by 12-foot wide hard-surfaced outer shoulders.

The concrete center barrier, proposed as a safety measure, would be 32 inches high. More than 80 miles of concrete barrier now installed along state highways has proven extremely effective in reducing or completely eliminating head-on collisions.

(more)

(none)

The two interchanges are designed to permit safe, easy movements between Route 38, Browning Road and Route 70; Cuthbert Road and Hampton Road.

The public hearing will clear the way for constructing another of the Department's continuing series of highway safety projects in the expanding Camden area.

Other modernization work and new road construction now underway or completed within the last six months brings the total amount of money committed to the Camden metropolitan area to more than $23,000,000.

Route 73 has been dualized from Route 38 in Maple Shade to the site of a new interchange now being constructed at Route 130 in Pennsauken Township. Both projects cost $3.3 million.

Two projects due to start soon on Route 70 include a $400,000 widening between Cuthbert Boulevard and Haddonfield Road, and a three-mile resurfacing job extending east from Route 41. Bids on the latter project will be received September 7.

Completed last winter were two projects amounting to $1.1 million that saw 25 jughandles constructed along six miles of Route 130 centered on Rancocas Creek, over 100 dangerous center island openings closed against unprotected left turns and traffic lights installed on Routes 130 and 38.

Three Route 130 safety improvement projects are now under construction between the Airport circle and Burlington. They will provide 18 more jughandle left turn facilities with signal lights, close 75 more openings in the center island, erect nearly another mile of concrete center barrier and a new interchange at Federal Street in Pennsauken Township. Cost of these projects totals $1.8 million.

South of Camden a six-mile non-stop superhighway extending from the Walt Whitman bridge to Route 30 in Barrington was fully opened March 30.

The Freeway link includes portions of Interstate Routes 80S and 295 and cost about $9.4 million to build. (more)

Two other Interstate Route 295 projects are now underway west of Mt. Ephraim that will extend the freeway to Route 130 in West Deptford Township, about 3.6 miles. Cost of these projects amounts to more than $7.2 million.

########

61-P-8

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTES 9, 35 & 50
Bridge Redecking

Trenton, August 22 - The Whiting-Turner Contracting Co., of Baltimore, Maryland, was low bidder today on a New Jersey State Highway Department contract for installation of new steel grid decks on four drawspan bridges in Atlantic, Cape May, Burlington and Monmouth Counties.

The firm's bid was $107,875.40. Other bidders were: Cornell & Co., Woodbury, $113,218.00; Conn Welding & Machine Co., New Castle, Pa., $137,765.00; Ole Hansen & Sons, Pleasantville, $161,300.50.

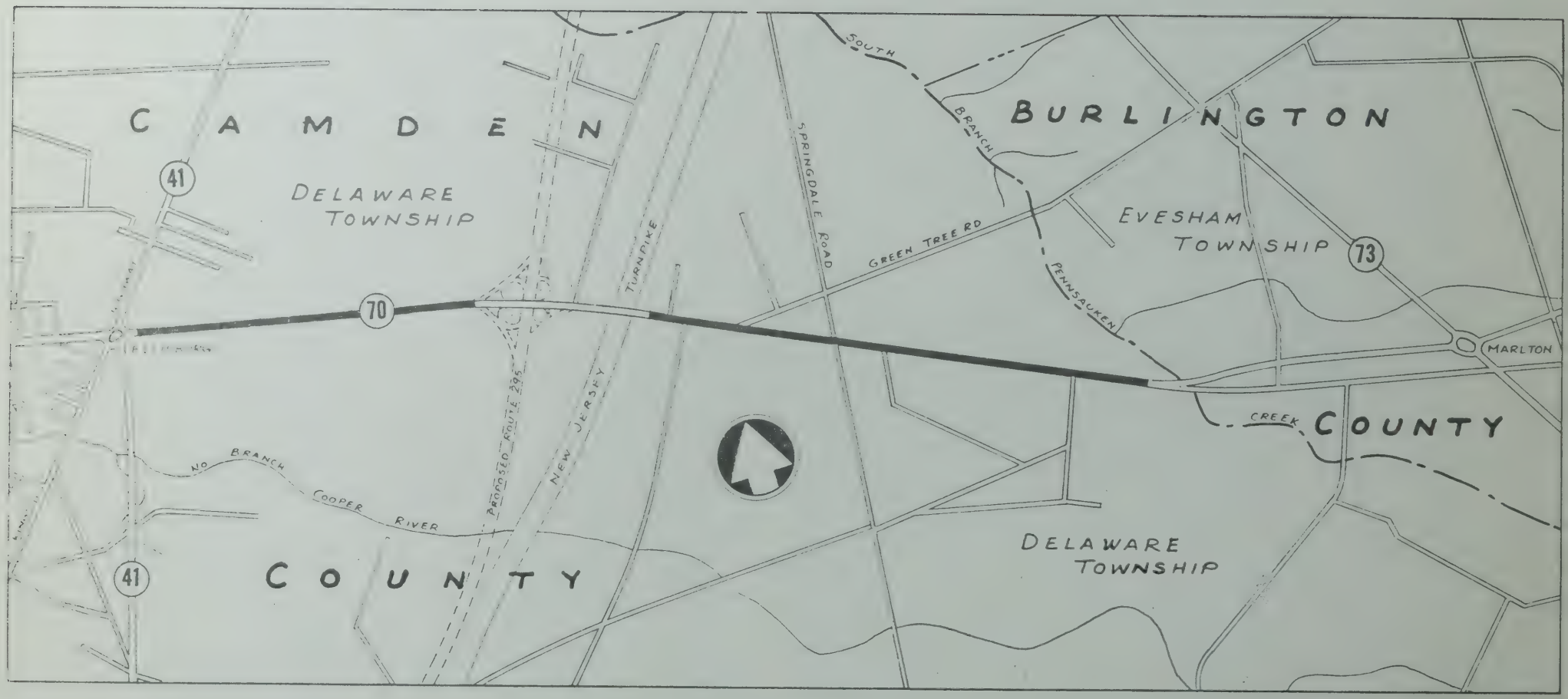
In Atlantic County, on Route 9, one bridge due for redecking spans the Nacote Creek between Port Republic and Galloway Township. Another bridge, on Route 50 goes over the Tuckahoe River between Corbin City, Atlantic County, and Upper Township in Cape May County.

The Route 9 bridge over the Bass River in Bass River Township, Burlington County, and the Route 35 bridge over the Shark River in Belmar, Monmouth County, also will be redecked.

Work on the Nacote Creek, Shark River and Bass River Bridges will start after September 15. Redecking the Tuckahoe River bridge is scheduled to begin after November 11. All work is to be completed by the end of January, 1962. No detours will be required.

#########

61-M


CAMDEN
COUNTY
DELAWARE
TOWNSHIP
41
70
TURNPIKE
PROPOSED ROUTE 295
NEW JERSEY
NO BRANCH
COOPER RIVER
SPRINGDALE ROAD
SOUTH
BRANCH
GREEN TREE RD
PENNSAUKEN
CREEK
BURLINGTON
COUNTY
EVESHAM
TOWNSHIP
73
MARLTON
DELAWARE
TOWNSHIP

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE N.J. 70 - ADV.
Resurfacing
Camden County

Trenton, August 17 - The New Jersey State Highway Department today advertised for bids September 7 on a contract for resurfacing part of Route 70 between the Route 41 circle and the south branch of the Pennsauken Creek in Delaware Township, Camden County.

The 2.9-mile project is the second Route 70 job advertised for bids within a month. The first project, widening the busy highway between Cuthbert Boulevard and Haddonfield Road, received a low bid of $399,963.60 August 10.

Both projects are part of the Highway Department's continuing program to improve main traffic corridors serving the metropolitan area of Camden.

Projects now under construction in the area total $10.7 million and another $9.5 million is earmarked for future construction.

The new contract will call for resurfacing the old two-lane roadway and its outer shoulder with bituminous concrete, skipping a half-mile section across the New Jersey Turnpike and the future location of the Interstate Route 295 interchange with Route 70.

The old roadway was converted into a dual highway in 1932 with construction of the additional two-lane concrete roadway.

Resurfacing work will start on the westbound lanes just east of the Route 41 circle and continue for 1.2 miles easterly past Covered Bridge Road.

(more)

1961
ROUTE N.J. 70 - ADV.
Resurfacing
Camden County

East of the New Jersey Turnpike in the second section, the eastbound lanes will be resurfaced for 1.7 miles to the end of the project near the Pennsauken Creek's south branch. A 400-foot section near Marlkress Road will be completely reconstructed to eliminate a hump.

Other construction work in the general area includes dualization of Route 73 from Route 130 to Route 38 at a cost of $1.3 million; two widening and resurfacing projects on Route 130 for a total of $1.7 million; a $2 million interchange for Routes 130 and 73, and a $50,000 signal light installation job.

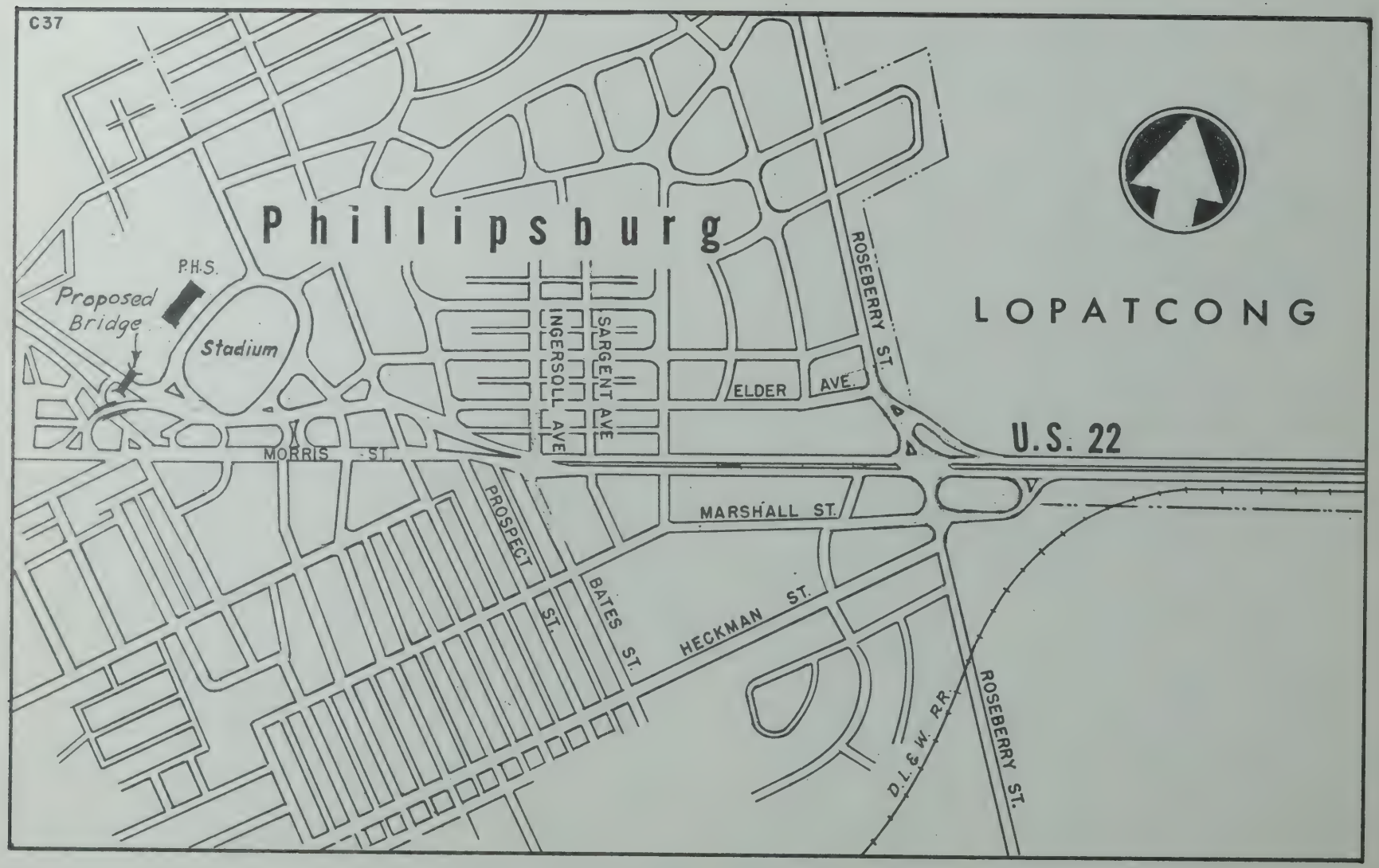
South of Camden, a $350,000 project for illuminating Interstate Route 295 interchanges and overpasses is due to start next week. Another $230,000 Interstate 295 overhead lighting installation started last month. Construction of a 2.2 mile section of the Interstate Route from Mt. Ephraim to Westville, at a cost of more than $5 million is due for completion this fall.

Future projects include improvement of Route 38 from the Airport Circle to Woodland Avenue at a programmed cost of $4 million. Route 70 has been alloted another $1.5 million for an overpass at Cuthbert Boulevard. On Route 130, two railroad underpasses in Pennsauken Township and another in Collingswood have been alloted $2 million. A grade separation for Maple Shade Circle also has been alloted $2 million.

The Department has allowed 45 working days for completing the 100 per cent State financed resurfacing project. All bids will be reviewed by Highway officials before the contract is awarded.

########

61-N-29


C37
Phillipsburg
LOPATCONG
P.H.S.
Proposed Bridge
Stadium
MORRIS ST.
INGERSOLL AVE
SARGENT AVE
ELDER AVE.
ROSEBERRY ST.
U.S. 22
MARSHALL ST.
PROSPECT ST.
BATES ST.
HECKMAN ST.
D.L.&W. R.R.
ROSEBERRY ST.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE U.S. 22 - ADV.
Pedestrian Overpass
Phillipsburg

Trenton, Aug. 17 - The State Highway Department will receive competitive bids September 7 on construction of a pedestrian bridge over westbound Route U.S. 22 to serve the Phillipsburg High School in Warren County.

The 140-foot long steel and concrete structure will span the heavily traveled highway at a point just west of the High School stadium.

It will link the school grounds with the highway's wide grassy center island. From this point pedestrians using the bridge will be able to cross the highway's eastbound roadway via sidewalks of the existing westbound Route 22-Morris Street connecting ramp bridge.

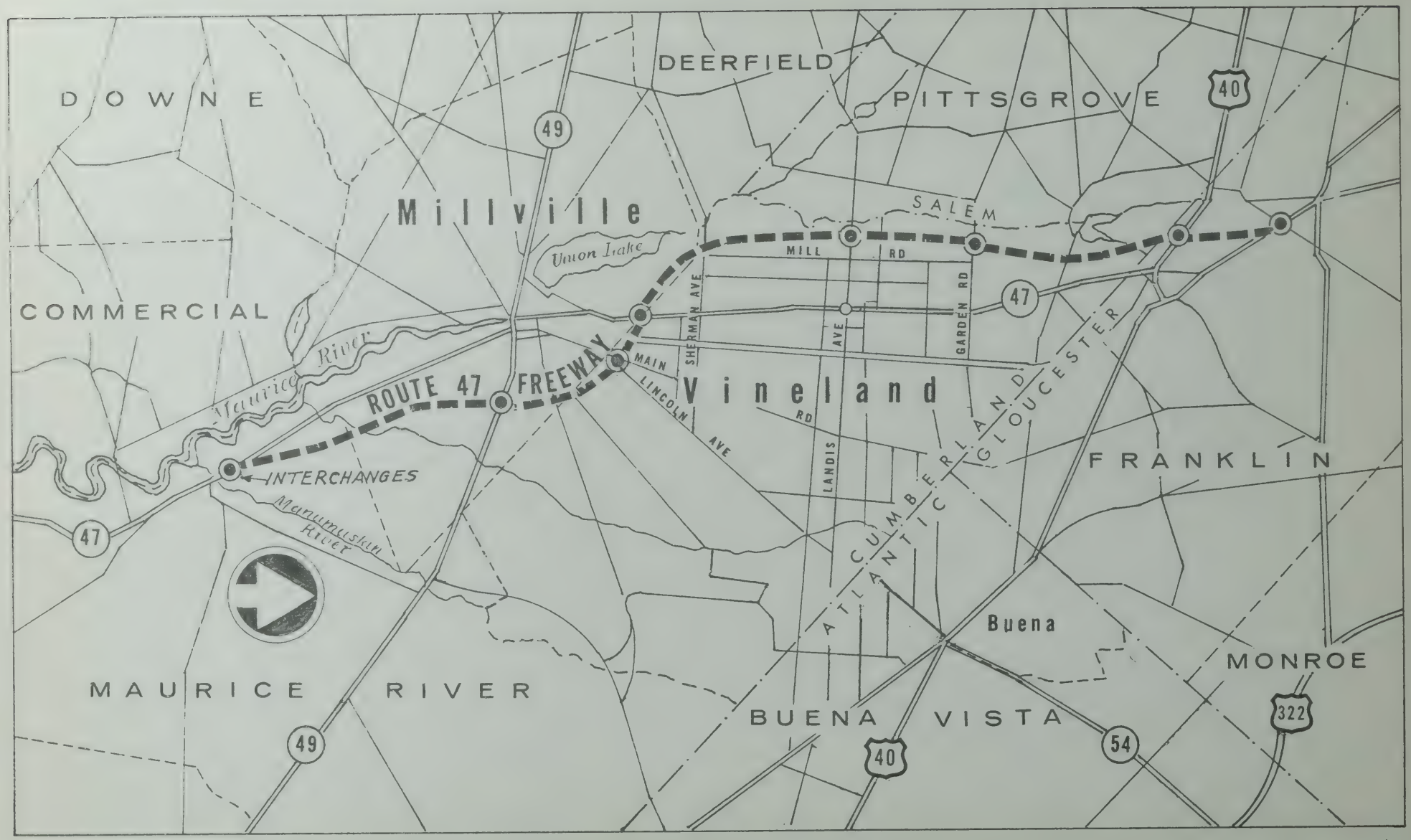
The new pedestrian overpass will have a 6-foot wide concrete deck and its main girders will extend more than 3 feet above the deck to form protective balustrades along each edge. A heavy wire mesh fence will be mounted on top of the balustrade to a total height of 6 feet above the deck level as an added protective measure.

Extensions of the fencing will border the connecting walkway on the northerly end of the bridge to a point where it meets similar existing fencing that borders the school grounds.

The bridge will have a minimum under-clearance of 16 feet 11 inches. Pedestal type fixtures will light the bridge deck during hours of darkness. The 100% State Highway Department financed project is to be completed within 60 working days.

######

62-N-41A


DOWNE
DEERFIELD
PITTSGROVE
Millville
Union Lake
SALEM
MILL RD
COMMERCIAL
Maurice River
ROUTE 47 FREEWAY
MAIN
SHERMAN AVE
LINCOLN AVE
Vineland
LANDIS AVE
GARDEN RD
RD
CUMBERLAND
GLOUCESTER
FRANKLIN
INTERCHANGES
Manumuskin River
ATLANTIC
Buena
MONROE
MAURICE RIVER
BUENA VISTA
49
40
47
54
322

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR Pms RELEASE
THURSDAY, AUGUST 17

1961
ROUTE 47 FREEWAY - HEARING
Vineland-Millville
Cumberland-Gloucester Counties

Trenton, August 17 - The State Highway Department's plans for constructing a 21-mile long section of the new Route 47 Freeway in South Jersey, avoiding the congested urban area of Vineland and Millville, will be explained at a public hearing August 29.

The proposed new alignment would leave existing Route 47 in Franklin Township in Gloucester County, run south in a twisting path between the two cities, and rejoin the present route in Maurice River Township in Cumberland County.

The project would mark the beginning of the Highway Department's long range program of construction of a new Route 47 Freeway from the Camden area to Wildwood in Cape May County. It would generally follow the same path as the present Route 47, which is only two lanes wide in most locations.

The public hearing is scheduled to begin 10:30 a.m. in the Mt. Pleasant School on Carmel Road, Millville.

The section to be discussed at the hearing would divert much through traffic from the municipal extensions of Route 47 in Millville and Vineland. Local traffic would benefit through the construction of eight interchanges connecting the new highway with local roads.

Overpasses would be built at six other local roads and four railroad crossings to expedite the flow of traffic and promote safety.

(more)

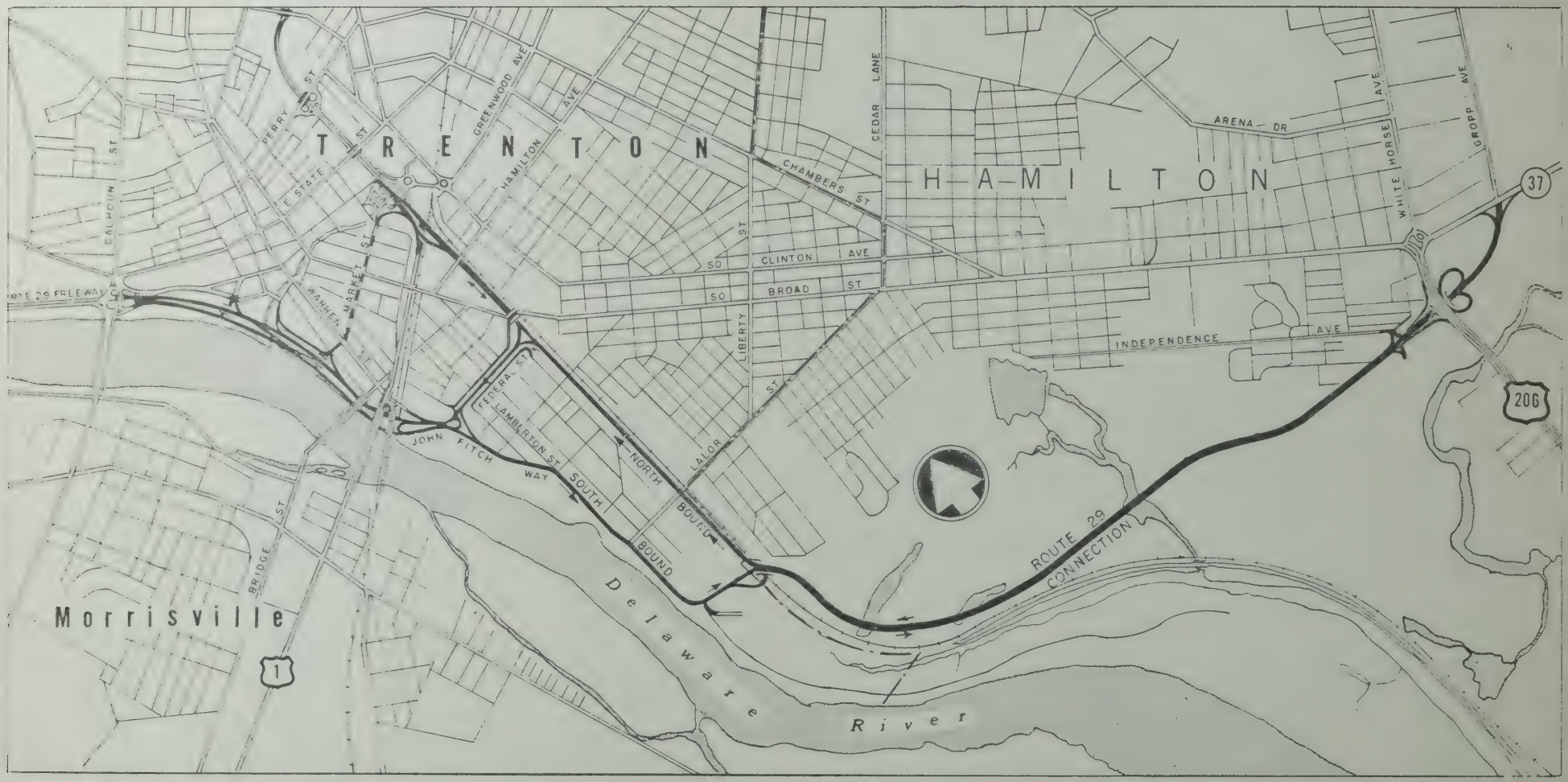
From north to south, interchanges would be located at Route 47 about one mile south of Franklinville; Route 40 in Franklin Township; Gardner Road in Vineland; West Landis Avenue in Vineland; Route 47 near the Vineland-Millville city line; near the intersection of Lincoln Avenue, Wheaton Avenue and Main Road in Vineland; Route 49 in Millville; and Route 47 just north of Port Elizabeth.

Alignment, following the same course from north to south, would generally run along the western border of Vineland to Sherman Avenue. There, it would curve southeast close to the Vineland-Millville city line and then south again through the eastern section of Millville.

The new freeway section would be a dual highway with two roadways separated by a grass median 84 feet wide and bordered along the outer edges by shoulders 12-feet wide. Each roadway would include two 12-foot wide traffic lanes with provisions for a third inner lane in the future.

To separate intersecting roads and railroads, bridges would be constructed to carry the future Freeway under a private road in Maurice River Township; over the Pennsylvania Reading Seashore Lines Railroad, Leaming Mill Road and Broad Street in Millville; over the PRSL crossing in Vineland; and under Sherman Avenue, over the Central Railroad of New Jersey and Almond Avenue, and under Weymouth Road in Vineland. In Franklin Township an overpass would span the PRSL Railroad.

##########


TRENTON
HAMILTON
Morrisville
Delaware River
ROUTE 29 FREEWAY
CALHOUN ST
PERRY ST
E STATE ST
WARREN ST
MARKET ST
GREENWOOD AVE
HAMILTON AVE
CHAMBERS ST
CEDAR LANE
SO CLINTON AVE
SO BROAD ST
LIBERTY ST
LALOR ST
FEDERAL ST
LAMBERTON ST
JOHN FITCH WAY
NORTH BOUND
SOUTH BOUND
BRIDGE ST
ARENA DR
WHITE HORSE AVE
GROPP AVE
INDEPENDENCE AVE
ROUTE 29 CONNECTION
1
37
206

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR THURSDAY Pms RELEASE,
AUGUST 17

1961
ROUTE 29 CONNECTION - HEARING
Mercer County

Trenton, August 17 - The New Jersey State Highway Department today announced it will hold a public hearing August 31 on plans for a modern expressway system to connect the heart of Trenton with major north-south highways serving the State's capital city.

The hearing is scheduled for 2:30 p.m. in the cafeteria of the State Highway Department building, 1035 Parkway Avenue, Ewing Township.

In essence, the Highway Department's plans call for extending the Route 29 Freeway from Calhoun Street near the western edge of the city's business section to a connection with U.S. Route 206 in Hamilton Township southeast of Trenton. A short extension from the proposed Route U.S. 206 interchange would connect with Route 37 leading to New Jersey shore resorts.

A spur of the new expressway system would also connect with the Trenton North-South Freeway, providing a direct link between Route U.S. 1 and Route U.S. 206 and enabling north-south traffic to avoid congested city streets. Much through traffic would be diverted from South Broad Street, the existing urban extension of Route U.S. 206.

The Highway Department's long range plans contemplate an eventual connection with Interstate Route 295, which is being built from Deepwater in Salem County to a connection with Interstate 95 north of Trenton, bypassing the most congested area of the city entirely. The existing Route 29 Freeway (Trenton East-West Freeway) will eventually connect with Interstate Route 95 at the new Scudder Falls Bridge.

(more)

A major section of the proposed Route 29 connection with Route U.S. 206 lies in the area of the existing John Fitch Way along the Delaware River, and will serve a new State office building complex now under construction as well as existing state offices and a new municipal redevelopment area.

From Calhoun Street south, the proposed new highway would consist of two widely separated roadways running through Mahlon Stacy Park, with the southbound roadway closest to the Delaware River.

The two roadways would part at Federal Street, with the southbound lanes continuing along the river past Riverview Cemetery and then curving inland to join the northbound roadway again on the northeastern side of the Pennsylvania Railroad's Bordentown Branch tracks near the City Sewage Disposal Plant. From there, the new highway would curve around to the proposed connection with U.S. Route 206 just south of the White Horse Traffic circle.

Plans call for the northbound roadway to utilize the old bed of the Delaware and Raritan Canal from the vicinity of the sewage disposal plant to Federal Street, where it would turn toward the river to join up with the southbound roadway again.

In effect, this would create a giant loop, with traffic circling around it in a counter-clockwise direction. The spur to the Trenton North-South Freeway, for both directions of traffic, would leave the loop near the present junction of Broad and Federal Streets and continue straight along the old canal right-of-way to the Stockton Street interchange near the Armory.

Thus, southbound motorists wishing to transfer from Route U.S. 1 to Route U.S. 206 would take the North-South Freeway to Stockton Street, the Route 29 spur to Federal Street, turn onto the Main Route 29 connection, join the southbound

(more)

roadway in the area of the existing John Fitch Way, and then have a straight run to Route U.S. 206 south of White Horse. Travel time through the heart of the city would be greatly reduced.

Northbound motorists would leave U.S. Route 206 south of White Horse, take the main Route 29 connection to Federal Street, and then the spur directly to the North-South Freeway at Stockton Street and Route U.S. 1 north of the city.

The Highway Department's future plans call for modernizing Market Street to provide a direct link from the new State office building complex and the redevelopment project to the North-South Freeway at Stockton Street. This would also serve southbound Route 29 traffic desiring to transfer to northbound Route U.S. 1.

The plans for the new project show connections with the existing Memorial Drive near the State House, Market Street and South Warren Street at the northerly end of the proposed Route 29 connection. These will provide access to the free bridge across the Delaware River.

Cost of the project, not counting the Market Street link, has been estimated at approximately $20 million. However, the new expressway system is expected to save its users approximately $60 million in travel time from 1965 through 1975.

##########

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
INTERSTATE ROUTE 287 - BIDS
Middlesex County

Trenton, Aug. 11 - The New Jersey State Highway Department today received two bids on construction of Interstate Route 287 in Middlesex County. The lowest -- $3,904,334.25 -- was submitted by Public Constructors Inc., of Blackwood.

The other bid -- $3,999,999.99 -- was submitted by S.J. Groves & Sons, Inc., of Woodbridge.

All bids on the contract, which covers construction of a 1.7-mile section of the new superhighway from New Durham Road in Edison Township to Prince Street in Metuchen, will be reviewed by State and Federal engineers before a contract is awarded.

The project is part of an overall program to provide a new superhighway from Route 22 near Somerville to Route 1 near Metuchen by the end of 1962.

West of Route 27, where an interchange will be constructed, Interstate 287 will have six traffic lanes. East of Route 27 it will provide 8 traffic lanes extending to a future interchange at Route 1.

Bridges are planned to carry Route 287 over the Pennsylvania Railroad, over Route 27, under the PRR Westinghouse and Bonhampton Railroad spurs and under Whitman Avenue.

Completion of the project is aimed for December, 1962.

61-I-21B

########

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
INTERSTATE ROUTE 287 - BIDS
Boonton-Montville
Morris County

Trenton, August 10 - The Franklin Contracting Co., of Little Falls, today submitted the lowest of 7 bids accepted by the New Jersey State Highway Department for building a 1.5 mile section of Interstate Route 287 near Boonton, Morris County.

The firm's bid was $2,082,674.33. Other bids accepted were: S.J. Groves and Sons Company, Woodbridge, $2,099,825.47; P. T. & L. Construction Company, Paramus, $2,156,607.66; Samuel Braens's Sons, Hawthorne, $2,216,869.53; George M. Brewster and Son, Bogota, $2,232,923.72; Poirier & McLane Corporation, New York City, $2,240,479.23; Public Constructors, Inc., Blackwood, $2,473,194.88.

The contract bid on today covers construction of one of three companion projects that will result in completion of a five mile section of the new freeway to relieve Route U.S. 202 traffic congestion through the Boonton area.

This future portion of Interstate Route 287 eventually will be part of a 65.8 mile Freeway extending from Interstate Route 95 (the New Jersey Turnpike) near Metuchen to the New York State line near Suffern. When completed the superhighway will form part of a gigantic loop around metropolitan New Jersey and New York. Final cost is estimated at $155 million.

South of Route 46 a 1.9 mile section of U.S. 202 Freeway, constructed to Route 10 in 1957 at a cost of $2.4 million, has been designated as a portion of Interstate Route 287.

(more)

1961
INTERSTATE ROUTE 287 - BIDS
Boonton-Montville
Morris County

In Middlesex County a 13-mile section of the Interstate Highway extending from Route 22 near Somerville to Route 1 near Metuchen will be entirely under construction this summer. Estimated cost of this portion amounts to $31 million.

The newest section will consist of two roadways separated by a natural center island 35 to 100 feet wide. Each roadway is designed to provide two 12-foot reinforced concrete traffic lanes. Bituminous concrete shoulders along outer lanes will be 12 feet wide, and along inner lanes, 3 feet wide.

Connecting with the future Freeway just east of Vreeland Avenue will be an "off" ramp from southbound 287 to Myrtle Avenue.

Two local access roads will branch from River Road and parallel Route 287. One road will extend west for about 2,500 feet, the other east for 150 feet.

The Department also plans to construct an 1,100-foot long "on" ramp from Main Road westerly to southbound 287 near River Road.

A temporary connection will be built between the Freeway and the Main Road near the Morris Canal bed.

Three bridges are included in the contract - one to carry Route 287 over River Road, the second to span relocated Crooked Brook and Main Road, and the third to carry the southbound Main Road ramp over Crooked Brook.

The Department has scheduled completion of the project within 275 working days. The Federal Government will pay ninety per cent of the costs and New Jersey 10 per cent.

All bids will be reviewed by the Federal Bureau of Public Roads and State Highway engineers before the contract is awarded.

61-I-22A ########

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
Route N.J. 70 - BIDS
Camden County

Trenton, August 10 - A $399,963.60 bid by the South Jersey Construction Co., of Riverside, was the lowest of four received by the New Jersey State Highway Department today for modernizing 1.2 miles of Route 70 between Cuthbert Boulevard and Haddonfield Road in Delaware Township, Camden County.

Other bidders on the project were: Union Paving Company, Wynnewood, $406,352.79; Edward H. Ellis and Sons, Inc., Merchantville, $429,919.15; Barrett Paving Company, Inc., Trenton, $460,175.05.

The project calls for rebuilding the present four-lane dual highway as a 6-lane dual facility by moving outer curb lines back about three feet and incorporating existing inner and outer roadway shoulders into the new roadways.

The finished highway section will consist of twin bituminous surfaced 38-foot wide (3-lane) roadways curbed along the outer edge and separated by a 20-foot minimum width center island.

The first state of construction will include a combination jughande and U-turn facility for westbound traffic at Cornell Avenue. This portion of the work is shceduled for completion by September 30.

An eastbound jughandle will be constructed at Cornell Avenue later under the same contract.

Traffic will be maintained in each direction at all times.

All bids on the 100% State financed project will be reviewed by State Highway engineers before the contract is awarded. All work is to be completed by May 26, 196

61-N-29

#####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
INTERSTATE ROUTE 80 - BIDS
LODI, BERGEN COUNTY

Trenton, August 9 - The Poirier & McLane Corp., of New York, was low bidder today on a New Jersey State Highway Department contract that will extend continuous construction of the Bergen-Passaic Expressway (Interstate Route 80) westerly through Lodi, Bergen County.

The firm's bid for the one-mile long project was $3,503,802.03. Other bidders were: Johnson, Drake & Piper Inc., New York City, $3,532,581.12; Conduit & Foundation Corp., Philadelphia, $4,035,280.23; Franklin Contracting Co., Little Falls, $3,566,897.00; Public Constructors, Inc., Blackwood, $3,640,895.39; George M. Brewster & Son, Inc., Bogota, $3,712,567.88; S.J. Groves & Sons Co., Woodbridge, $3,735,169.47; Hagan Industries Inc., Corona, N.Y., $3,777,021.45; P.T. & L. Construction Co., Paramus, $3,823,200.95.

The work site joins the westerly end of a $4.6 million interchange of Route 80 with N.J. Route 17 that went under contract on July 18. The project bid on today will continue the work westerly to beyond Main Street, Lodi.

Plans for the new construction include a 430-foot long overpass to carry Route 80 over Gregg Street, the railroad, and southbound Route 17.

Interstate Route 80 in this area forms part of the Bergen-Passaic Expressway scheduled for completion from the George Washington Bridge to the Route 17 interchange in Lodi by mid-1962.

(more)

1961
INTERSTATE ROUTE 80 - BIDS
LODI, BERGEN COUNTY

The Highway Department hopes to award all contracts within the next 13 months necessary to complete the Expressway into Paterson where purchase of right-of-way already has begun.

Interstate 80 will extend eventually from Teaneck Road in Bergen County 68.3 miles to the Delaware Water Gap with the Federal government paying 90 per cent of all costs.

Plans for the new project show the superhighway's eastbound and westbound roadways will be divided by a concrete center barrier 32 inches high.

Each roadway will consist of four 12-foot wide lanes. The eastbound roadway will have a concrete curb equally dividing its lanes for use by express and local traffic.

Outer and inner shoulders will border both roadways, with all outer shoulders 12 feet wide to permit safe emergency parking.

As a convenience for westbound motorists, a large rest parking area will be constructed outside the highway near Riverview Avenue.

All bids will be reviewed by State Highway engineers and the Federal government before the contract is awarded.

##########

61-I-18B

1961
INTERSTATE ROUTE 80 - ZIMS
TOOL, BERGEN COUNTY

The Highway Department hopes to award all contracts within the next 12 months necessary to complete the Expressway into Paterson where purchase of right-of-way already has begun.

Interstate 80 will extend eventually from Teaneck Road in Bergen County 68.3 miles to the Delaware Water Gap, with the Federal government paying 90 per cent of all costs.

Plans for the new project show the superhighway's eastbound and westbound roadways will be divided by a double center barrier 32 inches high.

Each roadway will consist of four 12-foot wide lanes. The eastbound roadway will have a concrete curb quartly dividing the lanes for use by express and local traffic.

Outer and inner shoulders will border both roadways, with all outer shoulders 12 feet wide to permit safe emergency parking.

As a convenience for westbound motorists, a large rest parking area will be constructed outside the Highway near Riverview Avenue.

All bids will be reviewed by State Highway engineers and the Federal government before the contract is awarded.

NJDOT RESEARCH LIBRARY

61-1-188